

THE WEATHER

GOVERNMENT WEATHER FORECAST
Today and Tuesday—Little
change in temperature; possible rain.
Sun. Tuesday, 5.0; Sat., 6.0; Light
breeze, by E.S. Wind.
Minimum 33 above; Maximum, 39 above.

If You Don't Get The Bulletin, You Don't Get All the News—Nor the Pictures!

Edmonton Bulletin

AN INDEPENDENT NEWSPAPER IN PUBLIC SERVICE

EDMONTON, ALBERTA—MONDAY, APRIL 29, 1940

WHEAT CLOSE

MONDAY
WINNIPEG CLOSING—May, 40¢; July,
41½¢; Oct., 42½¢.

Single Copy, Five Cents

GERMANS IN NORWAY IS FATALITY

Important Battle May Decide Domination Of Communication System

Allies Block Advance Toward Key Railroad Centres While Nazi Air Forces Pound At Supply Lines For Troops

STOCKHOLM, April 29.—German forces were reported tonight to have been repelled in a fierce attack on the Steinkjer front north of the Nazi-held port of Trondheim. At the same time it was reported that the Germans have occupied Kvaam, 35 miles southeast of Trondheim. The Germans earlier had been reported stalled at Kvaam in their drive north toward the vital Dombas railroad junction, one of the British-held barriers to the Nazis' attempted approach to Trondheim from the south.

By JOE ALEX MORRIS
British United Press Foreign News Editor

Germany's powerful air force has pounded at Allied supply lines to Norway today, but on the central Norwegian front the German drive toward key railroad centres is halted. An important battle that may decide domination of the entire central Norwegian communications system is reported in progress at the town of Hjerken, 75 miles south of German-held Trondheim and only 15 miles from the railroad junction of Dombas, which the British are defending as the key to their supply system.

In the Gudbrands valley sector, which leads to Dombas, British war effort reports show the Allied positions are "unchanged"—indicating that the German forces have failed to advance after a bold lightning thrust through the mountainous terrain toward Hjerken in effort to outflank the defending troops.

As described by the Norwegian military attaché at Stockholm, the swift flanking movement of German columns driving for the vital railroad line south of Trondheim has been blocked in the precipitous mountain passes.

One is held up in a narrow pass at Kvikne where the Norwegian commander, General Ruge, has halted the advance after the Allied position at the watershed ridge between the Oster and Thore valleys.

The attack asserted that previous reports that the German forces had reached the railroad line at Hjerken, several miles south of the vital railroad line south of Trondheim, were based on a very definite possibility of Soviet Russia becoming involved in the war.

"The Mackenzie river itself might prove a very dagger into the heart of the country," Dr. Macdonald said. "Arctic flying, has been greatly simplified in the past few years and it is no doubt we would be faced with a very serious problem if Russia became involved."

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British Airmen Soars Into War Clouds

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3 Supply Ships Of German Navy Sunk By British

Admiralty Issues Flat Denial Of Reich Claims Five Cruisers And 13 Transports Hit By Bombs

LONDON, April 29.—The Admiralty announced today that three German supply ships had been sunk. The announcement was made in a communique denying German claims that bomb hits had been scored on a number of British cruisers and transports in the last two days.

"There is not the slightest truth in the claim of the German high command to have sunk or seriously damaged during the past 48 hours five cruisers and 13 transports. In fact the enemy's admitted attempt to render the waters of the North Sea untenable have been attended with but slight results."

The loss of the merchant ship, *Winnipeg*, was confirmed by the Admiralty. *Winnipeg*, a 10,000-ton ship, was sunk by a bomb on April 28. The ship was carrying a large quantity of supplies for the British forces in Norway.

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ITALY MOVES TO RE-OPEN TRADE TALKS

LONDON, April 29.—Italy has made diplomatic approaches to the British government for resumption of trade and economic negotiations. It was learned from official sources today.

Giuseppe Bastianini, Italian ambassador, had a long conference with Viscount Halifax, foreign secretary, last Friday, at which the whole field of Anglo-Italian relations were reviewed.

It was considered probable that British officials will go to Rome within the next few days to resume the negotiations for a trade agreement which were suspended in February when the British authorities refused to accept Italian proposals for the resumption of trade.

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Greatest Of Gypsy Violin Players Dies

BUDAPEST, April 29.—A thousand Gyulas, playing violin, will march at tomorrow's funeral of the greatest of the Gypsy fiddlers.

Police attributed several suicides in his music. For they said that his music was so powerful that it attracted some of his followers to the same fate.

As a child he was so high that his father, himself a fiddler, said the lad never could be a success. But at nine, he already was attracting crowds to the cafe where he had an orchestra.

He had entered the Budapest Conservatory and became one of the few Gypsy musicians able to read music.

On Friday, Rezső George A. Cseres, a 40-year-old violinist, died of a heart attack. He was a member of the Budapest Conservatory and had been playing for many years.

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35 ON TRIAL IN TOBACCO CASE TODAY

Two Jurymen Selected Monday From Panel Of 300 Called

Thirty-five tobacco manufacturers, wholesalers and jobbers went on trial in supreme court Monday morning before Mr. Justice A. McMillen and a jury on a charge affecting the defendants were members of a "tobacco combine" between January 1, 1939 and November 25, 1939.

Special arrangements were made at the courthouse to handle the 35-man jury panel, which had been summoned for the trial. The public were excluded from the courtroom of the court to permit the jury to select its members.

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Strongly Held Positions Out Front Over Nazis

By ELMER PETERSON

Associated Press Staff Writer

STOCKHOLM, April 29.—The Allies today put up stout resistance to Germany's effort to get troops across Norway to bolster Nazi-held positions. They held especially against strongly defended machine-gun nests and light artillery positions guarding narrow mountain roads northeast of Dombas in the Gudbrandsdalen and between Roros and Storen in the Glomma river valley.

German troops, driving over snowy mountain roads, were reported to have reached the vital railway linking British bases at Dombas and Storen. They were said to have engaged an Allied force in the first phase of a battle expected to decide control of southern Norway.

The fighting was reported sharp and some observers expressed belief a situation had been reached in which Allied troops may be able to take advantage of strategic defence positions.

DEFENCE HARDENS

Reports that British forces have concentrated troops above the Dombas-Storen railway and that fighting already is in progress there were interpreted here as evidence that Allied resistance is hardening.

The Norwegian radio broadcast an announcement that a German command had struck at the railway at Kierken, 20 miles north of Storen, and about 80 miles from Storen.

Success of the German attempt to cut the rail line at this point would isolate the British force at Storen, according to analysts by German troops concentrated at Tromsø, 35 miles north.

Both British and German forces were reported rushing reinforcements to the Dombas front. German forces expressed belief that both sides were preparing to throw every ounce of strength into a decisive battle.

The German force striking at Kierken is an offensive force which during the past week has pushed northeastward from the Norwegian valley past Roros, 105 miles north.

To reach the Dombas-Storen railway the Nazi troops had to travel 80 miles over a route of snow mountain road extending westward from Tromsø, 45 miles south of Roros.

TO MEET THREAT

The Stockholm newspaper Thidningen said the British had concentrated a strong force at Kierken, and apparently were prepared to meet the German thrust.

The British war office announced in London last night that more troops had been landed at the Gudbrandsdalen railway station at Dombas and it was reported that some had been routed by the Nazis to Dombas, 65 miles southeast of the debarkation point.

The war office also announced that the Allies had repulsed another attack by a German column driving toward the Gudbrandsdalen railway station at Dombas in an attempt to seize that strategic railway junction. German advance was reported to have stalled at Kien, about 35 miles southeast of Dombas.

The German column advancing toward the parallel Gudbrandsdalen valley the east through which runs a railway linking Oslo directly with Bergen, apparently had been repulsed north of Roros to await reinforcements.

Roros is about 50 miles southeast of Storen, on which another German advance was reported to have stalled southward from Tromsø.

NARVIK RESCUED

This change was reported in the situation at the far northern port of Narvik, where a comparatively small German force of 100 men surrounded by British and Norwegian troops.

First bursts of fighting were reported in southern Norway, as the Germans sought to establish communications between Oslo and Bergen, on the west coast.

The Norwegians acknowledged the loss of Voss, 60 miles east of Bergen, on the Bergen-Oslo railroad. They also admitted they had fallen back from Hovden, situated on the same railway about 30 miles from Oslo, and at Kierken, further south.

Nazi bombers and British patrol planes were reported to have been engaged in a fierce battle over the Lake Rogen, near Alesund on the west coast, midway between Bergen and Tromsø.

The British and German forces were said to have been engaged in a fierce battle at Lake Rogen, about 100 miles south of Alesund.

Roskilds reports and the German press had hinted that the British and the nearby town of Kierken, there were few casualties.

The Nazis also were reported to have bombed and machine-gunned several Norwegian fishing vessels near the mouth of the Glomma river.

The Norwegian Telegraph Agency quoted Foreign Minister Halvdan Kihl as characterizing as "completely untrue" German allegations that British troops had landed in large troops in Norway.

He said the British had landed prior to the German invasion.

Reports from Oslo said that strong fighting of machine gunners was taking place by German aircraft. Twelve were said to be limited to 100, 120, 150, 200, 250, 300, 350, 400, 450, 500, 550, 600, 650, 700, 750, 800, 850, 900, 950, 1000, 1050, 1100, 1150, 1200, 1250, 1300, 1350, 1400, 1450, 1500, 1550, 1600, 1650, 1700, 1750, 1800, 1850, 1900, 1950, 2000, 2050, 2100, 2150, 2200, 2250, 2300, 2350, 2400, 2450, 2500, 2550, 2600, 2650, 2700, 2750, 2800, 2850, 2900, 2950, 3000, 3050, 3100, 3150, 3200, 3250, 3300, 3350, 3400, 3450, 3500, 3550, 3600, 3650, 3700, 3750, 3800, 3850, 3900, 3950, 4000, 4050, 4100, 4150, 4200, 4250, 4300, 4350, 4400, 4450, 4500, 4550, 4600, 4650, 4700, 4750, 4800, 4850, 4900, 4950, 5000, 5050, 5100, 5150, 5200, 5250, 5300, 5350, 5400, 5450, 5500, 5550, 5600, 5650, 5700, 5750, 5800, 5850, 5900, 5950, 6000, 6050, 6100, 6150, 6200, 6250, 6300, 6350, 6400, 6450, 6500, 6550, 6600, 6650, 6700, 6750, 6800, 6850, 6900, 6950, 7000, 7050, 7100, 7150, 7200, 7250, 7300, 7350, 7400, 7450, 7500, 7550, 7600, 7650, 7700, 7750, 7800, 7850, 7900, 7950, 8000, 8050, 8100, 8150, 8200, 8250, 8300, 8350, 8400, 8450, 8500, 8550, 8600, 8650, 8700, 8750, 8800, 8850, 8900, 8950, 9000, 9050, 9100, 9150, 9200, 9250, 9300, 9350, 9400, 9450, 9500, 9550, 9600, 9650, 9700, 9750, 9800, 9850, 9900, 9950, 10000.

Veteran Dies

CALGARY, April 29.—Veteran of the First World War, James Arthur Brown, 78, died in hospital here Saturday. He had resided in Calgary for the past 36 years. Survivors include a daughter, Mrs. Brown, 1948 St. Avenue, Edmonton.

Escaped British Sailors From Narvik Port Reach Safety in Newcastle



NEWCASTLE, April 29.—Forty-seven British seamen who escaped from the Germans at Narvik arrived at Newcastle Sunday.

Thirty-two were from the steamship North Cornwall, 4300 tons, belonging to the North British Steamship Company, Ltd. of Newcastle, which was captured by the Germans a day before the first Narvik battle.

Seven were from the 6300-ton Blythmore and eight from the Meriton, 4200 tons, both of the British Harland and Wolff shipyard.

The men from the North Cornwall told how they eluded their captors after a long fight with men from the destroyer Hardy, which went aground during the first attack on German naval forces in the fjord.

They had been kept prisoners in the whaling ship Van Wellum, but when the first battle of Narvik ended they were not able to escape.

"We gave the guard the slip after waiting 36 miles through the snow for 17 hours," Robert Smith, 21, of Glasgow, said. "We came to a village where to our great surprise we found ourselves in the hands of the British."

"The naval ratings had been provided with clothing by the Norwegian army, which they would not recognize."

The seamen were accommodated in a schoolroom until the arrival of the destroyer Hardy, when they were taken to the hospital at Newcastle.

James Swanson, of Grimsby, told how he and his fellow prisoners, after their boat was stopped by Hardy, were taken to the hospital at Newcastle.

Another 21 men were taken to the hospital at Newcastle. The first party, it was reported, was taken to the hospital at Newcastle.

The second party, it was reported, was taken to the hospital at Newcastle.

The third party, it was reported, was taken to the hospital at Newcastle.

The fourth party, it was reported, was taken to the hospital at Newcastle.

The fifth party, it was reported, was taken to the hospital at Newcastle.

The sixth party, it was reported, was taken to the hospital at Newcastle.

The seventh party, it was reported, was taken to the hospital at Newcastle.

The eighth party, it was reported, was taken to the hospital at Newcastle.

The ninth party, it was reported, was taken to the hospital at Newcastle.

The tenth party, it was reported, was taken to the hospital at Newcastle.

The eleventh party, it was reported, was taken to the hospital at Newcastle.

The twelfth party, it was reported, was taken to the hospital at Newcastle.

The thirteenth party, it was reported, was taken to the hospital at Newcastle.

The fourteenth party, it was reported, was taken to the hospital at Newcastle.

The fifteenth party, it was reported, was taken to the hospital at Newcastle.

The sixteenth party, it was reported, was taken to the hospital at Newcastle.

The seventeenth party, it was reported, was taken to the hospital at Newcastle.

The eighteenth party, it was reported, was taken to the hospital at Newcastle.

The nineteenth party, it was reported, was taken to the hospital at Newcastle.

The twentieth party, it was reported, was taken to the hospital at Newcastle.

Premier King Meeting Hull, Lothian Today

Important Conversations Are Scheduled In U.S. Capital

WASHINGTON, April 29.—Cordell Hull, United States secretary of state, said today he would visit and confer further with President Franklin D. Roosevelt on the subject of the Great Lakes waterway and power project before making any proposal to Congress on legislation with Canada. Mr. Hull was questioned on this subject immediately after he had received Prime Minister Mackenzie King for a half-hour talk.

By C. E. BLACKBURN
Special Staff Writer

WASHINGTON, April 29.—Prime Minister Mackenzie King, here on the last stage of a fortnight's vacation spent mostly in Victoria, has two important meetings scheduled for today.

At 11 o'clock, Mr. King will confer with the secretary of state, Cordell Hull. At noon, he will lunch with the secretary of the Interior, Harold Ickes, and the ambassador to the United States, William D. Phillips.

The conference at Mr. Hull's office will be the first since the state and Mr. King together for the first time since the Prime Minister arrived here Saturday.

After the Prime Minister's luncheon with Mr. Ickes, he will confer with the secretary of the Interior, Harold Ickes, and the ambassador to the United States, William D. Phillips.

Whether or not Mr. King will call upon the President could not be ascertained. He is expected to leave for New York City today.

Mr. King is a guest at the Canadian Legation in Washington since last night when Lord Loring-Chancellor, British ambassador to the United States last September.

Monday the Prime Minister will confer with the secretary of the Interior, Harold Ickes, and the ambassador to the United States, William D. Phillips.

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Famed French Blue Devils Now Fighting in Norway Have Colorful History

PARIS, April 29.—The 26th regiment, counterpart of the Chasseurs Alpins, is fighting in the third declaration of the kind for the third consecutive Sunday, said yesterday that it is "impossible to count the number of times it has been called upon for service over the years."

Trained and equipped for warfare in the lofty peaks of the French Alps, the "Blue Devils" have got their names from their dark blue uniforms and jaunty blue berets. The present expedition to Norway is the first time the regiment has been called upon for service overseas.

MANY CHARGES
The original Chasseurs were light yellow breeches, high white puttees, a green frock coat with a red collar and a black turban-like hat with a flowing green plume.

Today they wear heavy blue uniforms, dark blue puttees, blue breeches, a form-fitting dark blue tunic, and, of course, the jaunty blue beret. They also have a slinging bag, blanket, and a small suitcase.

Following an organization of the regiment, they were gradually increased until 1914 when they totaled 21 battalions. In 1914, the regiment was reorganized and the battalions were reduced to 12.

At the outbreak of the first great war, there were 30 Chasseurs battalions, including 12 of Chasseurs Alpins.

At the outbreak of the last war, the "Blue Devils" maintained patrols in the Alps peak in all kinds of weather and participated in several of the great battles on the western front.

During the last war, the regiment was reorganized and the battalions were reduced to 12.

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ANSALDO SAYS ITALY CANNOT AVOID BATTLE

Impossible For Country To Remain Out Of Conflict

ROME, April 29.—Giuseppe Ansaldo, Italian commentator, in his third declaration of the kind for the third consecutive Sunday, said yesterday that it is "impossible to count the number of times it has been called upon for service over the years."

Trained and equipped for warfare in the lofty peaks of the French Alps, the "Blue Devils" have got their names from their dark blue uniforms and jaunty blue berets. The present expedition to Norway is the first time the regiment has been called upon for service overseas.

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Prowlers Enter Calgary Homes Over Week-End

CALGARY, April 29.—Prowlers and thieves were active in Calgary last night and over the weekend, according to police.

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Thousands Allied Troops Pour Into Norway Warfront

By ROBERT REEFEL

Have Staff Writer

ALLIED GENERAL HEADQUARTERS, near Namsos, Norway, April 20.—Around the ruins of Namsos the Allied war machine is now in full action. Thousands of Allied troops, reinforced by pursuit planes and anti-aircraft guns, are pouring into Norway.

German airplanes that at first bombed and strafed Allied troops around Namsos are now forced to keep a respectful distance by the swift pursuit ships and the anti-aircraft guns.

After a strenuous journey by sled over the mountains from Sweden, I discovered feverish activity in this area, north of Trondheim, where the one-armed and one-eyed veteran of many battles, General Adrian Carton De Wiart, commander of British forces in Norway, and his French colleagues are fast lining up the difficult war they must fight across rugged Norway.

NARVIK SURROUNDED

At headquarters I learned that Allied troops, including the French Chasseurs Alpins, the "Blue Devils," have completely surrounded the small German force in the northern iron port of Narvik. Allied pressure on the town is increasing, supported by planes and naval units.

Near Namsos Allied and German troops are fighting along a glacier, front through the ruined town of Steinkjer.

General Marie-Emile Belandier, commanding French troops on this front, was optimistic about the military situation, but predicted that there is hard fighting ahead.

"We must display patience and tenacity," he warned.

Along the road hundreds of Alpine Chasseurs, sailors and artillerymen move forward fulfilling their various missions. "The British in trench caps are driving long columns of muddy trucks loaded with equipment," and motorcycle couriers dash from one post of command to another, transmitting messages and taking orders.

TRONDHEIM ACTIVE

The feverish activity which reigns near the Trondheim front contrasts strangely with the calm and solitude of the wild mountains, frozen lakes and deserts of snow I crossed during a two-day trip in a heavy jiffy plane from the Swedish border to the sector held by the French and British troops.

During this long trip I met in the sleepy villages only peaceful Norwegian and Lapp people who did not seem yet to understand that their country has become a vast battlefield.

On the way down the long Namsos valley toward Gjovik, the first sign of war was a big, forested German airplane which swooped over the forest and dropped a few incendiary bombs on the railway. The fires were put out in a few minutes. No buildings were hit. A Norwegian machine gun spit a few bursts and silence fell again.

A few minutes later, at a crossroad, I sat low in my first French soldier, an Alpine Chasseur, looking like a giant in his white hooded cap. With fixed bayonet he was directing the trucks that passed incessantly.

NAZIS POOR MARKSMEN

When I spoke to him in French he suspiciously demanded who I was, but after examining my papers began to chat. "There's another duck," he said, pointing to a nearby hole in the snow. "They're bad shots. They've been trying to shoot out the railway for a week, but they can't do it."

"Yesterday they put a bomb right between the rails, but it didn't go off. Pretty soon we've got it away—have to handle it like it was a baby."

"At first things were pretty bad, here. They sent over a factory full of shells every day and we had to go underground like rabbits. Their planes used to come down to 300 feet to drop their bombs and strafe anything that moved on the roads. We couldn't get anything done."

"Since we got British airplanes and anti-aircraft guns, things are better. They seem to be scared and don't come down below 5,000 or so feet."

"How about snow and cold?" asked him.

"We're all fixed for that," he said. "The first three nights we had to sleep out in the snow. But we got along all right because each of us had a sweater, scarf and gloves, a fleecelined leather vest and a new waterproof coat."

NIGHTLY SKI PATROLS

At the rear post of command, a small house hidden among trees, a battalion commander gave me a picture of the life led by the Allied troops.

"It's the same here as it was out in front of the Magdalen line, where I had been since the beginning of the war," he told me.

"Ski patrols go out in all directions every night. Here we might be attacked by patrols or small infantry units. We're ready for them."

"So far it has been quiet, but when we go further up we'll be sure to have reports. Our hunting ground won't have any limits."

Two officers belonging to the general staff agreed to show me the war, in general headquarters. It was in a little house made of palm wood, such as one sees everywhere in Norway, on a muddy road in the bottom of a small mountain valley. There I found General Belandier with the chaplain of the French expeditionary force and two adjutants, one of whom, Captain Part, is a former world's champion military skier.

They were sitting at dinner and invited me and two British correspondents.

respondents to dine with them. The menu of the officers' mess included potato soup, ham, cheese and cherry jam.

TERRIFIC BOMBING

"I regret that I can only offer you water," the general said. "The wine is still somewhere along the road. The little we had with us was lost during the bombing of Namsos on Saturday, April 20."

"I have never seen such a bombing. The day after we landed the German planes arrived for the first time about 10 o'clock in the morning."

They contested themselves with bombing the port and railway station for about two hours without interruption, using mostly incendiary bombs. After taking on a new load, they returned to the charge about 2 p.m. and sprinkled the town with bombs for about five hours.

"At 7 in the evening there was only one house left standing. In one hour I counted 20 houses that fell. The whole town caught fire and was razed."

"Fortunately they came six hours too late. There was almost nobody left in the town. We lost only five men—four soldiers and a British captain named Blake."

MIRACLE SAVES GENERAL

A bomb hit the post of command of General Odier. By a miracle he was only slightly wounded in the face. Two of his secretaries were killed.

We have films of the bombing. Four naval photographers were perched in the church steeple during the whole bombing. The steeple was finally knocked down and their cameras destroyed, but they saved most of the film."

General Belandier was optimistic about the military situation, but covered the impression that the British are in a predicament and that important developments must be expected before the campaign is over.

The general emphasized the speed with which the French troops have adapted themselves to the Norwegian climate. For several days the men slept in the snow. Not one was ill. This was due largely to the new clothing and equipment issued to them, perfectly adapted to the situation here.

Even a French soldier I saw looked healthy. Bruised by the sun, bearded, they were in excellent spirits. The same was true of the British soldiers I met later at Namsos.

CORRAL TREATMENT

At British general headquarters where I had a bite to eat that same evening with the British correspondents, we were received in the same very simple and cordial fashion by General Carton de Wiart, who commanded the British military mission in Poland and now commands a unit in Norway.

In the rocking-chairs that are so found in every Norwegian home we sat with the British commander, who was wearing the same old cap worn through papers on a nearby table. On the wall were two large maps of Norway.

Our conversation was constantly interrupted by the arrival of messages. The first was carried by a young Canadian officer who came to ask the British commander for the next morning. The matter was settled in a few minutes. Before the Canadian left the general said to him:

"Can you constitute you on your report and your photographs of the bombardment of Steinkjer. Try to get it into my file like it was at Namsos."

After the captain's departure the general said to his adjutant, Captain Martin Lindsay—former member of the Walking expedition to Greenland—"that young Canadian is a nice boy, isn't he? And very valuable."

(It was not indicated with the opinion of the British force the Canadian is receiving.)

FINE CO-OPERATION

The general knows his men, and the approval means something.

The second visitor was a Norwegian officer who in broken English reported some road reports from the front. He was a young interpreter who soon dispensed of the matter. Obviously, Allied cooperation with the Norwegian army is completely harmonious.

"Our only worry," the general said later, "is that we shall have to take care of refugees. Who shall have to feed them."

With regard to the fighting such as the general was optimistic, but could give us no details. He himself was waiting reports on the events of the day.

"Come back and see me in two or three days and I can give you more news," he said as we left to take a last look around the dead town of Namsos. The town was not devastated that it was possible to tell where the streets had formerly been only by the charred stumps of trees and telephone poles that formerly lined the roads.

TOWNSPEOPLE RETURN

The townspeople had returned and were wandering aimlessly among the ruins. Of the great church, only the four walls and part of the tower were left standing. Everything inside was destroyed by fire.

REFUGES FOR PEDIGREES

On an outing to the United States, all dogs are subject to duty charges. Refunds are made to the owners of pedigree dogs after the papers have been approved.

Compare CHEVROLET



CHECK this longest of all lowest priced cars... feature by feature, over all its 181 inches from front of grille to rear of body... and convince yourself that Chevrolet's First Again in Giving Extra Value for the Money! Look at the Important List of features below—study and compare—and remember that no other car offers all these worthwhile advantages at such low prices. Then come in... Eye It for Beauty—Try It for Performance—Buy It for Quality.

Feature data below based on comparison of the Chevrolet Special De Luxe (4 Door) Sedan illustrated above.

181 INCH BY INCH... FEATURE BY FEATURE...

	1	2	3	4	5	6	7	8	9	10	11	12
CHEVROLET	Positive crank-controlled No-Drift Ventilation	Ventilator drip shields and rain deflectors	Front doors open full width	Convenient front seat adjustment	Two arm rests in front for comfort	Spacious luggage capacity 18.9 cu. ft.	Convenient trunk compartment light	Self-releasing trunk door support	Comfortable rear seat foot rest	All window safety visibility—total glass area 2,161.1 sq. in.	Two windshield wipers clean full half circle	Full pressure hydraulic brakes, quadra action, self-emerging
CHEVROLET	Push type	None	Yes	Lower, more convenient	No	14.9 cu. ft.	No	No	Small recess	Total glass area 2,161.1 sq. in.	Yes	Not self-emerging double action only
CHEVROLET	Push type	None	No	Difficult to reach, especially with floor shift	No	15.8 cu. ft.	Yes	Yes	Practically no provision	Total glass area 2,271.6 sq. in.	Wipers mounted on base—leave centre blind spot	Not self-emerging double action only

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	13	14	15	16	17	18	19	20	21	22	23	24
CHEVROLET	Separate parking brake acts on both rear wheels	Instrument panel safety hood lock	Automatic door locks (push button type)	Convenient horn ring on steering wheel	Six bolts rigidly hold rear wheels to flanged axle	Heavily reinforced Fisher Body, all steel Turret Top	Famous 85 h.p. valve-in-head engine	Individually-cooled cylinders for long life	Under-hood battery, easy to service	Vacuum Power Shift supplies 80% shifting effort	Smooth action Tip-toe-matic clutch	Independently mounted front wheels (Knee Action) unit construction
CHEVROLET	Yes	None	No—must be locked with key	No	Wheels held by key, nut and cotter pin only	Shell type top, no reinforcing top bars	85 h.p. L-head	Yes	Yes	All hand effort	Multi-coil spring type requires green or red pressure	Transverse type
CHEVROLET	Small drum on transmission only	None	No—must be locked with key	Yes	Wheels held by key, nut and cotter pin only	Shell type top, no reinforcing top bars	84 h.p. L-head	No	Under front seat	All hand effort	Multi-coil spring type requires green or red pressure	Independently mounted, not unit construction

CHEVROLET GIVES FOR YOUR MONEY!

	25	26	27	28	29	30	31	32	33	34	35	36
CHEVROLET	Rear spring mounting rubber cushioned	Shock-proof steering with rubber insulated Pilsen arm	Hypoid rear axle for lower mounting of body	Headlights blended into top of fenders	Dual horns mounted behind radiator grille (three sound ahead)	Attractive chrome-plated body hardware	Stylishly styled stainless steel window moldings	Large glove compartment has lock, light and latch	Accessible tool-kit well, in trunk	Sturdy gravel deflector built-in under body	Substantial construction, shipping weight, 3,010 lbs.	Largest of the sort—Overall length, front of grille to rear of body, 181 inches
CHEVROLET	No rubber cushion	Not rubber insulated	Spiral bevel gears only	See low in fenders exposed to damage	Under hood	Lacquer only	None	No light	Yes	None	2,953 lbs.	180 inches
CHEVROLET	No rubber cushion	Not rubber insulated	Yes	See low in fenders exposed to damage	Under hood	Nickel only	None	No lock, no light	No provision in trunk	Ledge only between bumper and body	2,956 lbs.	180 inches

EDMONTON MOTORS LTD.

100th Street and 102nd Avenue

Phones 21965-21961

Little Orphan Annie

Day of Wrecking

—By Gray



The Gumps

Just a Weed in the Garden of Love

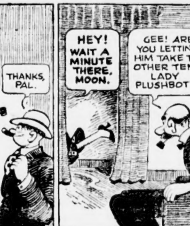
—By Edson



Moon Mullins

Spotting the Ten

—By Willard



Gasoline Alley

Jack Pot

—By King



Dick Tracy

Kid Chocolate

—By Chester Gould



Boots and Her Buddies

The Boss

—By Martin



Alley Oop

What's in It, Boom?

—By Hamlin



BET ON LOVE

—By Charles B. Farmer

CAST OF CHARACTERS
SHERBY BOND—society girl
owner of race track, Pepper Boy
PAUL WHARTON—secretary
owner of the Derby, watching
the race, watching the race, watching the race

WILLIE BOND—society girl
owner of the Derby, watching the race, watching the race, watching the race

CHAPTER VI
SHERBY BOND was shocked, as she

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SHERBY BOND was shocked, as she

CHAPTER VI
SHERBY BOND was shocked, as she

for me—just a peach, Bill Bond!

Sherby turned on heel, walked off out of the office.

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

Sherby Bond was shocked, as she

"Sherby, I was trying to protect your name. Remember, I love you."

"I was trying to protect your name. Remember, I love you."

"I was trying to protect your name. Remember, I love you."

"I was trying to protect your name. Remember, I love you."

"I was trying to protect your name. Remember, I love you."

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